

45 ft 2002 Najad 460, Dragonfly of Dart
£350,000 Tax: Paid, United Kingdom
 Southampton, Hampshire, United Kingdom



Boat Details

Make:	Najad	Class:	Cruiser	Cabins:	3
Model:	460	Hull Material:	Fiberglass	Berths:	7
Year:	2002	Drive Type:	Shaft Drive	Heads:	2
Length:	45 ft 9 in	Beam:	14 ft	Fuel Type:	Diesel
Price:	£350,000	Boat Location:	Southampton, Hampshire, United Kingdom	Max Draft:	7 ft
Condition:	Used	Name:	Dragonfly of Dart		

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Description

The ultimate blue water cruiser, the Najad 460 is spacious and luxurious with sofa & two armchairs in the saloon and with the master cabin in the rear. She has extra water and fuel tanks, a water maker and generator. With just two owners from new, she was re-rigged in 2019 by Performance Rigging. Her current owners have cruised her double handed on the West Coast of Europe and took across to the Caribbean, where she enjoyed 3 seasons, living the dream...

'A Najad for All Seasons by Cruising World

The Najad 460 offers a lesson in the difference a few extra feet can make. This centre-cockpit sloop makes good use of the additional interior volume as well as the long waterline that guarantees faster passages.

The potential of this Najad for devouring miles. The boat held a consistent 6.8 knots with the apparent wind at 17 knots. When reaching, she averaged over 8 knots, surging to 8.8 knots in the gusts. The boat tacked quickly and balanced well at 45 degrees to the true wind. Without considering its advantageous longer waterline, I felt that the Najad—with a finer bow and flatter underbody—was the best performer of equivalent Malo and HB Rassy boats.

Under power, the 96 -horsepower Yanmar with a Flex-0-Fold prop pushed the boat at 7.8 knots at 2,800 rpm in relatively flat water. At a fuel-sipping 2,200 rpm, the boat cruised at 7 knots. Manoeuvring under power with the Whitlock steering was impeccable.

"This boat had all the right hardware in all the right places" . "It had a big forepeak hatch that you could actually stuff sails into. And it also had a great rig package."

The twin bow roller at the stem head for handling ground tackle was robust and well designed, and the electric-windlass installation kept the motor completely sealed from the salt air yet fully accessible from below decks for servicing. Details of the stanchion bases illustrate the builder's focus on deck integrity: Concealed beneath the teak cap rail, the flat bases are bolted through solid laminate at the hull/deck joint, resulting in a watertight seal.

A double-ended mainsheet that leads to a traveller aft of the cockpit allows the boat to be sailed easily from the helm. One end of the mainsheet leads through a line stopper to a winch on the port coaming, the other mirrors this route on the opposite side. The helmsman positioned on the leeward side is within easy reach of the genoa sheet, the mainsheet, and the traveller.

With an Espar forced-air heating system, a well-insulated hull, and the option for canvas that fully encloses the cockpit, the boat I sailed was suited for all sorts of unsavory tasks in high latitudes. But in minding the sunnier desires most sane folks share, Najad also gives ventilation a high priority. With six dorade vents, five deck hatches, and 12 portlights, the boat is designed to catch breezes whether the boat is under way, at anchor, or in a slip. The centre-cockpit arrangement allowed for a large opening hatch and two dorade vents over the aft cabin, often a stagnant corner in some boats.

The well-lit and insulated engine compartment allows easy access to all vital service points on both the engine and an optional generator and plenty of room to work. Skip called the nearly walk-in engine room 'a work of art.'

The forward-facing nav station occupied the port side, adjacent to an L-shaped dinette. Well suited for family cruising, this model has two separate cabins forward of the mast that could comfortably accommodate four people: two in bunks in a snug starboard cabin, two in a V-berth forward. A well-appointed head with separate shower served these two cabins.

The aft cabin allowed ample headroom in which to move around and had a small settee, plenty of storage, and its own separate head and shower. The comfortable interior is warm and elegant, done in unstained African mahogany with a teak-and-holly sole. It lacks nothing in such seagoing details as fiddles, handholds, and sea berths.

The hull is a hand-laid sandwich construction using Divinycell core, multiaxial fiberglass, and ISO polyester with NGA gelcoat to protect against osmosis. The bilge is reinforced with a longitudinal and transverse floor-plate construction, which supports the mast, engine base, tanks, and cabin soles. The mast is keel stepped and cleverly hidden in joinery work with access panels that allow inspection. The builder stresses the benefits of its additional

longitudinal stringers in the hull. Like the Malö, the Najad has a rugged hull/deck joint, one that's glued, bolted, and glassed together, effectively making the hull of the boat a monocoque structure. For the cruiser who needs the extra living space without sacrificing performance, this is one Swede worth a very close look. '

Information & Features

2002 Yanmar 4JH3-HTE (Engine 1)

Type:	Inboard	Drive Type:	Shaft Drive	Folding Propeller:	true
Fuel Type:	Diesel	Power:	96 hp		
Hours:	3118	Propeller Type:	3 Blade		

Dimensions

LOA:	45 ft 9 in	Max Draft:	7 ft
LWL:	39 ft		
Beam:	14 ft		

Weights

Dry Weight:	16,200 kg
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Accommodations

Single Berths:	3	Heads:	2
Double Berths:	2		
Cabins:	3		

Other

Warranty:	None	Designer:	Judel-Vrolijk & Co
Hull Shape:	Monohull	Builder:	Najad Yachts of Sweden
Flag Of Registry:	United Kingdom		

Outside Equipment/Extras

- Teak Cockpit
- Cockpit Shower: Shower on stern
- Teak Sidedecks
- Outboard Engine Brackets
- Davit(s)
- Wind Generator
- Tender
- Solar Panel
- Liferaft
- Cockpit Cushions
- Cockpit Table
- Swimming Ladder

Cockpit Information

Spacious cockpit with large navigation table and sliding hatch in lacquered teak below fixed windscreen. Seats and upper cockpit coaming covered with seamed solid teak. Helmsman's seat behind the wheel with inlaid Najad logo. Removable teak grating on the sole. Steering pedestal with leather covered wheel, engine lever and stainless steel protection bar for the compass. Space for engine control panel and instruments. Cockpit table in lacquered teak. Flush recesses in the coamings on both sides. Integrated grab rails in the curved fiddles of the navigation table. Two 12 volt plugs. The sprayhood, with window, is splash proof and fitted in a groove to the top edge of the windscreen. Cockpit locker under the starboard seat. Manual bilge pump operated from the cockpit. Electrical bilge pump with both auto-matic and manual switch. 2 x 2" cockpit drains and drains from the seats. Shore power inlet.

Hull construction

The hull is built in a sandwich construction and handlaid of multiaxial glass fibre reinforced ISO polyester. The surface layer is of NGA gelcoat for maximum protection against water penetration. The colour is white with carmine red trim line and water lines laid in the gelcoat. An integral swimming platform with a bathing and safety ladder in the transom. The bilge is reinforced with a longitudinal and transverse floor plate construction, which supports keel fittings, mast, engine frame, tanks and cabin soles. Additional reinforcements longitudinal in the hull as stringers. All main bulkheads and the transverse chain plate fittings are laminated to the hull. The rubbing strake is combined with the toe rail and is fitted with a brass capping for protection. Below the water line the hull is treated with 'Tough stuff' epoxy primer Seahawk Tropikote 75% copperous oxide hard antifouling (for scrubbing in warm climates). The hull is topcoated internally.

Rudder upgraded with a stainless steel shaft and frame. Roller bearing replaced and area re-enforced by Goodacre Marina in 2020. (Orca protection!)

Deck Construction

Deck and coachroof are built in sandwich construction with multiaxial glass fibre reinforced polyester. The colour is white with carmine blue trim line. Hull and deck are bolted together. Strengthened glass fibre laminate beneath stressed areas. Substantial teak capping. The deck, coachroof and swimming platform are laid with solid caulked teak, laid in silicon to the GRP deck. 10 x portholes in the coachroof. One locker for anchor, chain. Two stern lockers for warps & fenders. Separate gas locker for two bottles. Four 32 mm internal deck drains to avoid smears to topsides.

Mast & Rig

Fractional rig with three pairs of swept spreaders, lower shrouds. 7mm running backstays. Seldén mast in silver anodised aluminium profile 224/150 mm, length 20.65 m stepped on the keel. 19-ply stainless steel wire standing rigging. 10 mm forestay and backstay. 12 mm cap shrouds and lower shrouds. 8 mm inner forestay and intermediate shrouds. 7 mm running backstays. Headsail furling system by Seldén, Furlex 300S/10, reefing line at port, stoppers at the toe rail and organizer to outside of cockpit. Stainless steel rigging screws. Stainless steel chain plates, bolted to transverse bulkheads, laminated on both sides to the hull. Hydraulic, manual controlled backstay adjuster. The mast is fitted with deck light, steaming light and prepared for spinnaker equipment, one selftailing stainless steel halyard winch Andersen 46 ST, stopper, winch handle pocket on the mast, stainless steel reefing winch Andersen 12 ST. Windex and flag halyards. Ample cleats. Seldén boom in silver anodised aluminium profile 200/117 mm with internal outhaul and double reefing lines with stoppers. Main sheet to two stainless steel sheet winches on a ball bearing car and adjustable sheet point. Dyneema check stays to balance inner forestay, when in use. All halyards are Dyneema.

Mast removed, serviced, rigging renewed, hydraulic back stay serviced; all by Performance Rigging in 2019.

Carbon pole.

Sails

Kemp fully battened mainsail with third deep reef and top section reinforcement for storm conditions (51sqm) from 2019.

Furling original jib (46 sqm).

Hank on storm jib or staysail (16 sqm)

Cruising chute with snuffer.

Deck Fittings

2 x stainless steel, electric self-tailing Andersen 58 ST Genoa sheet winches. 2 x stainless steel self-tailing main/spinnaker winches, Andersen 46 ST. 3 x lockable winch handles, 25 cm. 4 x 40cm stainless steel mooring cleats, through bolted. 2 x 30 cm stainless steel spring cleats, midships, through bolted. Bow fitting with twin integrated anchor rollers. Pulpit and pushpit in 30 and 25 mm acid resistant steel. Pushpit with two integrated teak seats. Double lifelines with five pairs of 30 mm stanchions screwed to fittings, which are through bolted to the rail below the capping. Folding bathing and safety ladder fitted in the integral swimming platform. Main sheet track, with trim lines and stop-pers. 3,0 m long Genoa tracks and variably adjustable sheet blocks. Windscreen of toughened glass in aluminium frame. 5 x skylights on deck. 10 x portholes in the coachroof sides. 6 x Dorade deck ventilators with protection bars. Deck fillers for water and fuel and for evacuation of the holding tanks. International approved navigation lights. Illuminated compass.

Electric windlass on deck. Rocna anchor 33kg, with 100m of Lofrans Grade 40 din 766 calibrated chain.15kg kedge & approx 50m of warp. Stainless steel side ladder in lazarette. Selection of warps and fenders. Boat hook and flagstaff. Jackstays. 3 x Anderson winch handles.

Electric windlass upgraded to 1700w 24v Lofrans X3 in 2020 (3 year warranty).

Canvas work

Stack-pack for main 2019.

Spray hood 2019

Bimini - fitted with full enclosure in place of cockpit tent 2019

Cockpit tent - original.

Interior features

The beautiful interior is handcrafted in selected and unstained African Mahogany, hand polished and varnished to a satin finish. Profile-milled cupboards and doors. The isolated moulding above the berths is lined in Mahogany. Flooring of varnished teak plywood with holly inlay. Removable hatches for the bilge and tank gauges. Headlining of white vinyl covered panels with Mahogany strips.

3 x single berths (includes a sea berth along saloon settee with lee cloth)

Both marine heads were replaced in 2022 (Jabsco).

Sea cocks were all replaced in 2019.

LED lights though-out.

Mid blue upholstery.

Eberspacher diesel heater

'Tardis like' storage throughout.

Galley Information

The galley is placed on starboard side and benefits from a top of the range GN Espace Levant 3 cooker with 3 burner hob. Twin sinks. Pressure system with accumulator tank for hot and cold fresh water. Single lever mixing tap with carbon filter. Two well-insulated top opening refrigeration boxes, both with refrigeration units. Stowage for groceries. Cupboards with fiddles for plates, cups and glasses. Cupboard under cooker for pans, etc. Waste basket under sink. Drawers, one for cutlery. Cutting board over sink. Lights over work area.

Electronics

Raymarine ST60 range.

Chart table Furuno GPS

Raystar 120 GPS on seataalk

Hybrid touch screen, Axiom Pro multi-function cockpit plotter installed 2019, with Navionics European & Caribbean charts (expired).

Doppler Radar.

Echomax radar transponder.

2 x Auto -pilots, for shorthanded ocean passages:

Auto pilot 1 is a Raymarine Ev1 with hydraulic linear drive.

Auto pilot 2 is a back up original Raymarine ST7002 with Mamba electrical drive.

AIS Raymarine 700 transmit & receive.

Victron Galvanic Isolator

Battery information

24 volt system. Six X 100amp AGM Domestic batteries in pairs from 2022. 65 amp alternator. 12 volt, 100 amp. Engine battery from 2020. 12v 60 amp Generator battery from 2021. Mastervolt battery charger.

Well dimensioned electrical cables. The cables are to a large extent run in conduits. Main switch panel with circuit breakers adjacent to navigation table. Water and fuel meters. Three main switches.

Tanks

Fuel tanks x 2

Aft bunk tank 177 litre

Port saloon bench 280 litre

Total of 457 litre

Water tanks x 3

Aft bunk 192 litre

Port saloon floor 183 litre

Starboard saloon floor 183 litre

Total of 558 litre

Holding tanks x 2

Forward heads 16.5 IG, 75 litre

Aft heads 16.5 IG, 75 litre

Hot water tank

A 40 litre hot tank (Therminox BO40UT316 220v 800w). 2021

Engine Information

Yanmar 4JH3-HTE 4-cylinder, 4-stroke turbo marine diesel with fresh water-cooling. Power output at prop. shaft is 96 h.p. (70,2 kW at 3 800 r.p.m.) Mechanical reverse gear, type KM4A, reduction ratio 2.63:1. 40 mm propeller shaft in acid resistant stainless steel. Stern gland with water lubricated rubber bearing. Flexible shaft connection. 3-blade folding propeller in bronze with shaft anode. Single lever engine control at the steering pedestal. Instrument panel installed in the pedestal containing: - Rev. counter - Engine hour meter - Displays for • low oil pressure • high engine temperature • charging - Audible warning for oil pressure and engine temp - Switch for instrument lights and alarm test - Key starter Electrical starter motor, 1.4 kW. Electrical stop. The engine is suspended in four rubber mounts for effective vibration damping. Wet exhaust pipe with swan neck and effective rubber silencer. Well sound insulated engine room. The engine is easily accessible for servicing.

1600 engine hours.

'Blue Water' cruising items on board

Generator - 3000i Fischer Panda P4500FCB 3.8kw. With 300 hours.

Fresh Water-Maker. Village Marine LTM 350 24v. 75 litre/hr (currently preserved).

4 X 12v solar panels (700w).

Wind generator D400

Max Power through hull bow thruster.

Re-tractable manual davits for dinghy.

Highfield Ultra light 290 Dinghy from 2018 (currently stowed on the foredeck).

Tohatsu 9.8 lightweight 2 stroke outboard engine from 2021.

Viking 4 man life-raft serviced to November 2025, stowed on push-pit (hydrostatic release).

Horse shoe with light, inflatable Dan Buoy with light, MOB recovery sling & floating line, MOB throwing line, 30m floating recovery line. EPIRB Oceansignal RescueMe EPIB1 Class 2 at the saloon stairs.

Rocna 33 kg anchor.

Second fridge (aft) is upgraded to a freezer with a large compressor 2021

Charcoal BBQ which attaches to a bracket on the port pushpit rail.

Forward cabin security safe.

2023

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